



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning & Development

D.M. Sugimura, Director

**EARLY DESIGN GUIDANCE
OF THE
QUEEN ANNE/MAGNOLIA DESIGN REVIEW BOARD**

BACKGROUND INFORMATION:

Project Number: **3008622**

Address: **1900 Queen Anne Avenue North**

Applicant: **Bob Tiscareno, Tiscareno Architects
for Joe Geivett, Emerald Bay Equity**

Meeting Date: **May 7, 2008**

Report Date: **June 15, 2008**

Board Members Present: **Mark Garrell
David Nemens
Matt Roewe, Chair
John Rose
Bill Vandeventer**

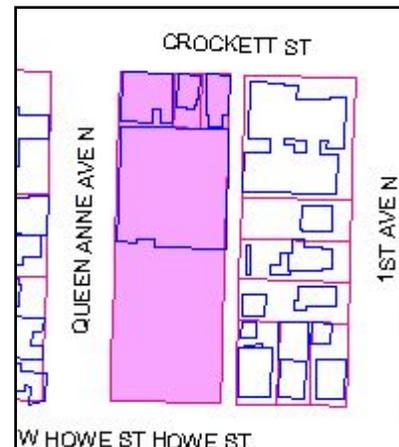
Board Members Absent: **None**

DPD Staff Present: **Lisa Rutzick**

SITE & VICINITY

The subject site is located within a Neighborhood Commercial 2 zone with a 40-foot height limit (NC2-40) and a Pedestrian 2 Overlay. This zoning extends north and south of the site, as well as across the street to the west. The lot is approximately 42,000 square feet and is a rectangular shape. The site is currently developed with a 15,000 square foot grocery store with surface parking for approximately 56 vehicles, an apartment building and two single family structures occupied by non-residential uses.

The subject block is bounded to the west by Queen Anne Avenue North, Crockett Street to the north, Howe Street to the south and First Avenue North to the east. Across Crockett Street to the north is a



Safeway grocery store. To the south and across Howe Street are a residential structure and a church. Across the alley, abutting the length of the site long the east side, the zoning changes to Single Family (SF) 5000 and the development consists of single family structures, an apartment building and a church. The alley is approximately ten feet higher than the Queen Anne Avenue North side of the site.

PROJECT DESCRIPTION

The proposed project is for the design and construction of a mixed use building with approximately 110 residential units located above ground level commercial uses. A 20,000 square foot Metropolitan Market grocery store at the ground level is proposed along with smaller retail commercial spaces. All of the parking (approximately 201 stalls) for the proposed development is to be provided in a below grade garage that is accessed from the street. Loading for the grocery store is proposed off of the alley.

DESIGN PRESENTATION

Four alternative design schemes were presented. All of the options showed commercial and residential parking accessed from Crockett Street and the loading and unloading activities off of the alley, which will be widened by two additional feet (from 16' to 18'). All of the schemes also include some configuration of an entry plaza along the Avenue and have the ability to incorporate the existing Elfreida Apartment building at the northwest corner of the site.

The first scheme (Option A) proposed two courtyard style buildings over a podium. One of the courtyards faces the west and other faces east.

In Option B, the preferred scheme, the proposed massing is an S-shape with open at grade plaza spaces, one facing west (Queen Anne Avenue) and one facing east (alley).

Option C proposed an E-shaped building with two courtyard open spaces facing west (Queen Anne Avenue) above the podium.

Option D broke the massing into two buildings with an entry courtyard at grade along Queen Anne Avenue and two open spaces facing east above the podium.

PUBLIC COMMENT

Approximately 35 members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

- Agree that Option B is the strongest scheme in terms of addressing the Design Guidelines. Supports the differing canopies, open space provisions and strong corners. Would like to see the massing broken into 45' long modules. Also interested in how the proposed massing will address and be sensitive to the single family zone to the east. Questions how a consistent vocabulary and materials will manifest in this scheme. The

bus stop at the south end should incorporate art work. The plaza defines itself as it's own element.

- Appreciates the developer's efforts to work with the community. Clarify that the retail parking will enter from Crockett, but concerned that traffic backing up from Boston will create traffic conflicts. Also concerned with the truck and retail traffic generated by the proposed development on Crockett Street.
- Proposed project is a dramatic improvement from previous proposals because the Met Market is staying, the scale of the building is different and the truck loading is better addressed. Would like to see a smaller scale building and some alternatives to the truck loading. Also supportive of having the church walkway across the alley be protected from truck maneuvering.
- Suggest vacating the east half of Crockett to allow angle parking on the street and convert portion of right-of-way into a park.
- Appreciate the commitment to the public process. Identifies main elements of the proposed project as the Elfreida, central courtyard and Met Market. How these different elements are integrated into one project is critical. Additional height relief is needed through varying parapets.
- The Queen Anne Historical Society feels that the Elfreida Apartment building is an important building to be preserved. The Society is involved in having a structural report completed on the Elfreida to better understand its structural integrity.
- Clarify that the proposed massing meets FAR. Agree that Option B is preferred. Clarify the sidewalk widths. Crockett is a wide right-of-way and the sidewalk should have more greenery and less paving.
- The freight handling area should be relocated and mimic the loading layout used at the Tribeca development in lower Queen Anne. Concerned with noise generated on the site. Prefer access off of Queen Anne Avenue.
- Concerned that the alley cannot handle the proposed construction without tiebacks to the church's foundation across the alley.
- Enthusiastic about proposed plaza concept. Wants to make sure that the property management deals with garbage collection.
- Support closing off Crockett to traffic.
- Encourage more landscaping on the proposed courtyard.

PRIORITIES

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance and identified by letter and number those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" of highest priority to this project.

A. Site Planning

A-4 HUMAN ACTIVITY

New development should be sited and designed to encourage pedestrian activity on street.

A-5 RESPECT FOR ADJACENT SITES

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-8 PARKING AND VEHICLE ACCESS

Automobile impacts on adjacent properties and the pedestrian environment should be minimized.

A-10 CORNER LOTS

Buildings on corner lots should be oriented towards the public street fronts. Parking and automobile access should be located away from corners.

The Board encouraged the applicant to continue working with Picture Perfect Queen Anne as they design the right-of-way. Wider sidewalks are encouraged. The Board emphasized the importance of developing a respectful and consistent relationship of the overall massing and design of the development to the streetscape, pedestrian environment and general pattern of development in the neighborhood. The Queen Anne façade should enhance and encourage safe and interesting pedestrian activity, while also integrating the commercial development along the length of the street. The Board agreed that the corners of the building at the street intersections should be strong with 90-degree angles either at or set back from the property line. Activity at these corners should be encouraged through the design of the commercial spaces and right-of-way improvements.

The Board would like to see large storefront windows with multiple entries for the commercial use along Queen Anne Avenue. The Board noted that the storefront windows should be transparent through to the store interior to maintain visual interaction between the private and public realms. The Board encouraged programming the grocery to locate specific departments at the sidewalk edge that lend themselves to creating a changing and colorful aesthetic, such as the floral, produce and café areas. Operable windows that would further engage the pedestrian activity with the commercial are desired. The Board expects to see the details of these storefront windows at the next meeting.

The Board suggested that the mechanical equipment at the alley be enclosed/screened from views from the east. The Board will also be interested in knowing that location of this mechanical equipment is most sensitive to the noise receptors of the single family zone. The Board would like to see the design of this screening and understand how it addresses visual, noise, security and exhaust impacts to the neighbors.

The Board voted unanimously that taking access from Queen Anne Avenue is unacceptable and would compromise the pedestrian environment. The Board discussed the need for a full explanation and accommodation of loading and unloading activities associated with the proposed grocery store. A review of the turning diagrams, delivery patterns and other activity related to a grocery will help develop a better understanding of the use, its impacts and appropriate design solutions. Accordingly, the Board will be interested in verifying that the preferred alternative will have the least impacts (i.e., all loading/unloading and maneuvering

contained on site). The Board also noted that backing into the loading space is highly undesirable. The Board reinforced that the essential objective is to minimize impacts to the pedestrian environment.

B. Height, Bulk, and Scale

B-1 HEIGHT, BULK AND SCALE

Provide sensitive transition to nearby, less intensive zones.

The Board discussed the relationship to the Single Family zone to the east and found that the existing topography favors the less intensive zone, as it lies at least ten feet above the subject site. Moreover, the presence of an alley further cushions the SF zone from the NC zone. The Board noted that the east elevation should be well-articulated.

The Board was extremely pleased to have four different and well-considered schemes to consider. The Board agreed that the bulk of the mass should be shifted towards the Avenue, rather than towards the alley and Single Family zone to the east. They felt that the preferred alternative B best achieves this balance of distributing the mass and building bulk. The Board suggested that the massing along the alley be shifted to the northern and southernmost corners.

C. Architectural Elements

C-3 HUMAN SCALE

The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

The Board was very pleased with the effort to break the facade into three distinct masses. The ability to integrate the Elfreida Apartment building into the northwest corner nicely delineates and achieves this third of the facade design. However, if the Elfreida does not remain, the design of this northwestern module should take cues from the Elfreida's architecture in terms of scale of the openings, texture and materials. In either case, the design may take on a more contemporary approach; however, the existing building or the memory of the building should be evident and well-integrated into the rest of the structure. Of particular interest to the Board will be how this northwest module will turn the corner into the plaza and meet the rest of the building. This will also be true for the southern portion as well.

The Board noted that, in addition to the breaking up of the massing into three elements, the long facade along the Avenue should be differentiated with varying heights and cornice designs.

D. Pedestrian Environment

D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

D-5 VISUAL IMPACTS OF PARKING STRUCTURES

The visibility of all at-grade parking structures should be minimized. The parking portion of the structure should be architecturally compatible with the rest of the structure and streetscape.

D-6 SCREENING OF DUMPSTERS, UTILITIES AND SERVICE AREAS

Building sites should locate service elements, like trash dumpsters, loading docks and mechanical equipment away from the street front, where possible. When such elements cannot be located away from the street front, they should be situated and screened from view.

D-7 PERSONAL SAFETY

Project design should consider opportunities for enhancing personal safety and security in the surrounding environment.

The Board discussed the angled design of the entry courtyard of the preferred option and felt that such a configuration both responds to the solar exposure, as well as the desire line from the bus stop to the main entrance to the grocery. The Board warned against designing a courtyard that is so overly playful that it becomes Disney-esque. The space should have a clear architectural concept with variety coming from the materials and forms. The proposed tower feature at the corner of the plaza creates an overly busy form.

The Board was very pleased that all of the proposed parking will be located below-grade and accessed off of Crockett Street. The Board noted, however, that the building at the northeast corner should be grounded on either side of the driveway.

The Board specified that all garbage and service areas should be screened or located within the proposed structure and accessed from the alley. The Board would like to know specifically where the compactor and waste dumpster will be located and managed. This same concern also applies to the screening of the loading dock area for the grocery store. The Board noted that the Lumen development on lower Queen Anne uses a sliding gate to help screen the loading area as an example. Providing both visual screening and the need to secure the loading bay area are desired.

The Board would like to see the bus stop along Queen Anne Avenue integrated into the design, such as providing seating and overhead weather protection with bus riders in mind.

At the next meeting, the Board would also like to review the details of the residential entrances and how the hierarchy of primary and secondary entries is addressed.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

E-2 Landscaping to Enhance the Building and/or Site. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

The Board discussed the entry plaza concept and unanimously felt that it should be well landscaped. This space poses an excellent opportunity to *green up* the building and site, while also enhancing the pedestrian environment. The Board suggested that the landscaping endeavor to allow flexible use of the plaza as well and perhaps include portable planters.

The Board also advocated for locating and designing all of the open spaces to maximize solar exposure, to achieve a successful use of these space and also to allow generous landscaping of these areas.

Given the extra wide planting strips in the right-of-ways on both Howe and Crockett streets, the Board expects to see generous and dense landscaping proposed for these areas.

DEVELOPMENT STANDARD DEPARTURES

No departures were requested at the time of the Early Design Guidance meeting.

NEXT STEPS

MUP Application:

1. Submit application for Master Use Permit (MUP) application. Please call Lisa Rutzick (at 206-386-9049) when you have scheduled your MUP intake appointment.
2. Please include a written response to the guidance provided in this EDG. Per Attachment B of Client Assistance Memo 238, plan on embedding four 11x17 colored and shadowed elevations, landscape and right-of-way improvement plans and three-dimensional street level vignettes into the front of the MUP plan set (4 per sheet) as Design Review sheets.
3. A parking and traffic study will be required as part of the MUP process.

Recommendation Meeting:

4. The Board would like to review three-dimensional renderings showing how the ground level uses, details and design relate to the sidewalk.

5. Please provide a shadow study showing solar access opportunities to the proposed open spaces and on neighboring properties at the extreme seasons.
6. Please submit a color and materials board.
7. Please provide colored renderings and/or graphics showing the proposed development from the pedestrian perspective.
8. Please also prepare a conceptual signage plan.
9. Please submit a conceptual lighting plan, particularly along the alley, Queen Anne Avenue and all proposed open spaces.
10. Sections through the site showing the grade change, sidewalks, curbs, overhead weather protection and all relevant dimensions.

Please note that per Client Assistance (CAM) memo 238, updated March 13, 2008, it is now the responsibility of the applicant to submit a .pdf file of the 11x17 design proposal packet to DPD 5 days prior to the public Design Review meeting.

Please see the instructions in CAM 238 and as detailed on the Design Review webpage:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Overview/